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W. R. HEARST.

AN AMERICAN PAPER FOR THE AMERICAN PEOPLE

The Wages of Sin Is Defeat.

The Republican party in this State is suffering the penalty of its disregard of the moral law. Within ten days of election it finds itself torn by dissensions over the question of the best way to patch up a crime. The canal thefts loom so threateningly in the way of the party's ambitions that some of its most astute leaders feel that it would have been better if the money had never been stolen.

Colonel Roosevelt, with the instincts of an honest man contending with those of a politician, is reluctant to indorse the steals. He promises the voters that IF he finds that Governor Black's investigating commission has told the truth about Governor Black's Administration he will see that somebody is punished. Lieutenant-Governor Woodruff, Colonel Roosevelt's associate on the ticket, who by his position as Chairman of the Canal Commission is deeply implicated in the scandals, insists upon loading the party with a defence of the ring. So do Superintendent Aldridge, State Engineer Adams and Attorney-General Hancock. These men refuse to be silenced. They demand the indorsement to which the party, by continuing to recognize them among its leaders, tacitly admits they are entitled. Finally there is Boss Platt, whose only concern is to carry the election, and who would like to have the whole subject of canal frauds ignored until the closing of the polls.

The whole situation is an eloquent commentary on Colonel Roosevelt's assumption that a Republican Administration with himself at the head would be a guaranty of honest government. There has been absolutely not one clear, fearless, San Juan voice on the Republican side in denunciation of the pillage of the canals and in promise of redress. The best that has come from that quarter is Colonel Roosevelt's timid IF. And accompanying the candidate, as if to give the lie to his professions of reform, are Woodruff, the renominated head of the commission, under whose eyes the frauds were committed, and Aldridge, the Republican official who was immediately responsible for them.

Ex-Mayor Franklin Edson, the Secretary of Governor Black's Investigating Commission, confirms to the fullest extent the charges that have thus far

STREET CAR ABUSES.

A DETERMINED EFFORT TO
REMEDY THE EVIL.

REFORM in the conduct of public conveyances chartered by the city to carry passengers for a consideration is a subject that has been brought to the attention of the Municipal Assembly by President Guggenheimer, of the City Council. It will be discussed next Tuesday afternoon at the regular meeting of the Council.

The ordinance proposed to remedy the street car abuses is comprehensive. It covers all the existing inconveniences. It provides for lower steps on the cars, full stops for the reception and discharge of passengers, electric communication with the call bell to conductors and motormen or gripmen, three-cent fares in the "rush hours" and other minor changes of interest to the millions who depend upon surface cars for transportation.

Probably the most important reform advocated in the proposed measure is the lowering of street car steps. As at present built the New York street car is difficult of access. The lower step is eighteen inches from the ground, and the question of getting a foot on it is a serious one, especially to women or to aged persons of the opposite sex. On some of the new electric cars a young woman of the gymnastic ability of Bessie Clayton might be able to get desirable exercise in boarding, but for a woman who does not kick the back of her head right after night with the best of either foot getting on one of these cars is a task approaching in intense embarrassment the mounting of a flying trapeze, and getting off is like a leap from the Beldge.

The lower steps of these cars are placed with reference to the street pavement, as the sidewalks are placed. There is no high lift of the foot in stepping aboard, because the lower step is within eight inches of the ground. The difference between the cars of this system and the New York cars is that there are three steps instead of two. But the steps are wide, and they are not high. The proximity of the lower step to the ground has been found productive of no difficulty in the operation of the line.

A reform demanding attention is that concerning the stoppage of cars for the reception or discharge of passengers. It is a rule of the street railway companies that cars are to be brought to a full stop at the far side of crossings to allow passengers to board or leave. But it is well known that the rule is respected only by new conductors. No sooner does a passenger allow his foot to touch the lower step than the single pull of the bell rope by the conductor starts the car, and unless the passenger is lucky enough to catch a guard rail he is thrown with more or less violence against the platform or

against long-suffering persons standing on the platform.

More especially are President Guggenheimer and the other sponsors of his bill interested in the reform which will lead to the stoppage of cars until discharging passengers are entirely clear of the steps. After the average conductor has been working a while it seems to be his sole idea in life to leave passengers from the car with all the force the motorman or gripman can put into a sudden turn of the lever. Of a thousand men not ten can be found who will not say that they have been thrown off their equilibrium and only saved themselves from nasty falls at one time or another by the exercise of almost superhuman exertion because of the proclivity of conductors to start cars before passengers are clear of them.

There are many letters on this point in the possession of Mr. Guggenheimer, the writers thereof being about evenly divided between men and women. Among those who have put themselves on record as complainants against the undue haste of conductors to get their cars started is Mr. William A. Butler, Supervisor of the City Record. Mr. Butler has partially lost the use of his right hand, and is not able to clasp or unclasp with it as speedily as he desires. He complains that scores of times he has been thrown to his knees from Third Avenue cars by the action of conductors in starting cars before he had a chance to get both feet on the ground and unloosen his grip on the hand rail.

Few citizens have not experienced the delightful sensation of being carried three or four blocks beyond their destination because of inability to catch the eye of the conductor and secure his valuable service in the stopping of the car.

The new ordinance, providing for electric push buttons, will do away with this inconvenience if enforced in connection with the other reforms contemplated. New York is about the only city in the United States that has not the electric push button system on its street cars, and it is the city in the United States that needs it above all others. In the smallest municipalities round about the cars are equipped with buttons between the windows that enable passengers to signal the magnates of the car of their desire to alight. The cost of operation is trivial.

On the three-cent fare during "rush hours" there is a divergence of opinion, and the discussion this paragraph of the ordinance is sure to create will be interesting. There are many persons, no doubt, who would wait for the rush hours to ride for the purpose of saving two cents, and it may be safely guessed that the street railway people have not overlooked this fact. But there are other reforms upon which there is no chance for debate, and the decision concerning them cannot but be of interest.

READY FOR A DIP.



DIVER TEDDY—"Don't ease up on the wind, Tom; this is like going down into a sewer."

reached only the outer portals of Colonel Roosevelt's ear.

"I can add nothing," he tells the Journal, "to what has already been said so well and so fully by Justice Van Wyck in his recent speech at Buffalo."

In that speech he set forth the facts so clearly that any one can understand them. He must have studied the matter very carefully, for his presentation of the case is as strong as it could be made. Nothing that I could say would make it any stronger or more clear. He has dealt with it as a judge would in summing up all the points in a case, and in language that even a person, shall I say somewhat dense, can understand. The facts are all presented in their proper

order and in the most forcible manner.

In the face of this showing Colonel Roosevelt cannot well permit Woodruff and Aldridge to turn the Republican campaign into one of defence of their management of the canals. And yet he manifestly does not dare to make an unqualified stand for honesty. The Republican party is in a pitiful, a humiliating, a disgraceful position. And it will get no sympathy, for it has brought all its misfortunes upon itself.

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DOFFING THE WAR PAINT.

OCEAN STEAMSHIPS BACK IN
THE PATHS OF PEACE.

THOUGH sears of war may be painted over, and dentured plates may be deftly straightened, attachments of national sentiment cannot be scraped nor swabbed away from the big ocean steamers that made a part of the history of the navy of the United States in the war that is over but not ended. This sentiment gets mixed up a bit with commerce. That's the reason that the kind of Americans that touch their hats to the flag and pretend they were only joking when they uncovered glasses at the list, when preparing to leave for Europe, to see when the Paris, the St. Paul and the St. Louis will sail, and then declare that the sailing day of one of these steamers exactly suits their convenience.

This sentiment is good for the business of the American Line, and none save a rival in trade would begrudge the company any incidental profit that may come because its steamers were under fire and hunting Cervera's fleet and cutting the cables that bore the hopeless messages from Cuba to Spain and the damobrant replies from Spain to Cuba. These three steamers, the Paris, the St. Paul and the St. Louis, are already in commission and on the seas in the old trade. The fourth steamer of this line chartered by the Government has not yet been changed back from the naval scout Harvard to the commercial flyer New York, but soon she will be ready for passengers. Steamship men say that the New York is to be stationed at Southampton for a time after the necessary changes are made, there to be held as a "spare ship" for use in case of emergency.

The owners of the American Line are satisfied for the present with the achievements of their fine vessels, both in war and in peace, and are not building additions to their squadron of ocean steamers.

The present season shows but slight change from last season in the matter of ocean travel. The Germans have been more ambitious than the Americans, the British or the French in seeking glory from new ships. The North German Lloyd Line has sent out two great new vessels, Kaiser Wilhelm der Grosse and Kaiser Friedrich. Kaiser Wilhelm has taken the speed record from all ships that have gone before over the Atlantic lanes. During the year the White Star Line has put into commission the Cynic, of 12,552 tons, but this steamer was not built to make fame by steaming power.

The Atlantic Transport Company has put into service five new steamers bought from the Wilson-Furness-Leyland combination to take the places of the Massachusetts and

the Manitoba and the three other big steamers bought by the United States Government for transports and supply ships. The Mohagan, wrecked off the coast of Cornwall on October 14, was one of the new ships bought by the Transport Company.

In the year 1890 the conditions of the transoceanic trade between New York and Europe will not be changed materially from the conditions that may obtain. All the time the strong transportation companies are building new steamers for carrying freight, or freight and passengers, and these are added to the flotilla of commerce plying in and out of New York harbor without attracting attention. Only when steamers of unusual size or speed make a sensational dip into the carrying business is the general attention directed to them.

Sturdy, steady Hamburg got excited the other day because an order was placed with Blohm & Voers for a ship of 15,000 tons, and cabled over a startling paragraph about a new steam monster of the deep intended to make all other steamers as towboats. A little search shows that this boat of 15,000 tons is merely one of twelve steamers now building for the Hamburg-American Line.

The Cunard Line has no sensations in prospect. The New York manager of the company says complacently that no reason for an attempt to improve on the Lucania and the Campania is apparent, and the company is entirely satisfied with its ships now in commission. The French lines have no great vessels building.

Though 1899 will not give us, according to present prospects, steamers excelling in size, speed or equipment the vessels now in use, 1900 may be a year of sensations on the seas, for two new steamers, built for speed, are to try for records for their respective owners. Both of these steamers are new building, one in Belfast for a British company, and one in Stettin for a German company.

One of these is to be the new Oceanic, largest of all the ocean steamships, the leader of the procession of ships flying the white star of Ismay, Imrie & Co. The local manager of the offices of the White Star Line, maintaining the reserve characteristic of his nation, says that when "the home office" is ready to give out information about the new ship the information will be given out. Some of this information has slipped through the home office or else has otherwise transpired, for any steamship agent in New York not in the office of the White Star Line will tell you that the new Oceanic is to be 704 feet long, while the length of the Kaiser Wilhelm der Grosse is 618 feet, of the St. Louis and the St. Paul is 535.5 feet, and of the Campania is 601 feet.

The other huge "express steamer," to use the language of the steamship offices, to try for the record in 1900, will be Deutschland, of the Hamburg American Line. This company now sends Fuerst Bismarck, Normannia, Augusta Victoria and Columbia across the seas in express time, but it wants the record and is building the new steamer to get it. The Deutschland will be 685 feet long and 66 feet wide. The tonnage will be 16,000 and the horse power 33,000. The tonnage of the Fuerst Bismarck, now the pride of the company's fleet, is 8,400 and the horse power is 15,400. The manager of the Hamburg American Line for this city tells that this new steamer will be expected to make 23 knots crossing the ocean.

While every new steamer built expressly for the passenger trade has some equipment for comfort or beauty that the steamer built before has not, yet no remarkable improvement has been made in furnishings and fittings for the last five years. Nothing freaky, such as a saloon on a ball and socket joint, always horizontal, no matter how the vessel might pitch or roll, or a stateroom hanging like a pendulum, is contemplated in the new steamers. The struggle is for speed, speed, speed. We are in such a hurry these days.

CIRCUMSTANTIAL EVIDENCE.
"It seems rather ridiculous that the insurance company should refuse to settle with Swindelowski just because he whistled a tune while his store burned."
"It wasn't the whistling; it was the tune."
"Huh! What was it?"
"Get Your Money's Worth!"—Indianapolis Journal.

IN A BAD WAY.
Hicks—Just saw Hooley. Had been to the doctor's. Doctor tells him he is looking himself again.
"Wicks—Is he really as bad as that? Poor fellow!"—Boston Transcript.

THE REAL ORDEAL.
"I hear he refused to take chloroform when he was operated on." "Yes, said he'd rather take it when he paid his bill."—Detroit Journal.

ONE EXPLANATION.
"What was it that caused such a long wait in the jubilee parade?"
"My impression is that the team that was pulling General Shafter kicked."—Chicago Tribune.

THE POINT OF VIEW.
"They looked at me open-mouthed when I said that specialty of mine."
"That's right. It's the first time in my life that I ever saw a whole audience yawn at once."—Detroit Free Press.

THE BUSINESS MEN'S OUTPOURING.

Carnegie Hall seats three thousand people. That is a good nucleus for a political mass meeting in New York. At such a time as this nobody expects a hall to hold all the participants in an important gathering, but there is always room in the streets for overflow meetings.

Last night Carnegie Hall was the scene of an imposing demonstration which had been thus advertised:

BUSINESS MEN'S

Grand
Mass Meeting,
CARNegie MUSIC HALL,
57th Street and 7th Avenue,
This Evening—October 28, 1898,
In Support of the Administration and in Behalf of Sound Money.

JOHN CLAFLIN WILL PRESIDE.

SPEAKERS:
GEN. STEWART L. WOODFORD, JUDGE F. W. COLLINS,
HON. CHARLES T. SEXTON, HON. S. V. WHITE.

Including an imposing array of vice-presidents and seventy-five ladies, there were 300 people in the hall. Overflow meetings in the streets were dispensed with.

The grand business men's demonstration is merely one of the innumerable signs of approaching Republican rout. General Apathy and General Discontent are managing the Republican campaign, and Alger could do no more toward organizing defeat.

THE AGILITY OF ROOSEVELT.

I wish it were possible for me to talk to you on all four sides of this platform at once, but it is not," said Colonel Roosevelt at Canandaigua.

A little thing like facing four ways at the same time shouldn't have daunted the gallant Colonel. He has shown more amazing dexterity in his career as a political gymnast.

He vied with Rev. Dr. Parkhurst in an eternal enmity to Platt, believing that the total of political depravity was summed up in the Republican leader. Now we find him taking this abhorrent monster to his bosom and actually pledging himself, if elected Governor, to consult him on all important public questions.

We hear him explaining in one breath that he enforced the Raines law because it was on the statute books, and not that it expressed his personal view, and in the next breath defending it as a model measure.

At Santiago he denounced the blunders of the War Department, On the stump he has no word of complaint against Algerism.

As a Police Commissioner he was a tyrant who struck at personal liberty, and used the great power of that department to harass those who, unlike himself, had no club where on the Sabbath they could pursue their sober pleasures. As a candidate for Governor he is a champion of the lowly, broad in his views, a liberal interpreter of the laws.

In private life neglecting his tax bills; in public insisting that low tax rate will follow the general sharing of the tax burden.

With this record as a flip-flap artist, turning backward and forward at the same time without ruffling a feather, why should the modest Colonel Roosevelt have apologized to the good people of Canandaigua for his failure to talk to them from four sides of the platform at once?

CONDENSED EDITORIALS.

THE REPUBLICAN NATIONAL PLATFORM, on which President McKinley was elected, said: "The Civil Service law was placed on the statute book by the Republican party, which has always sustained it, and we renew our repeated declarations that it shall be thoroughly and honestly enforced and extended wherever practicable."

President McKinley is about to keep this pledge by withdrawing six thousand offices from the protection of the Civil Service rules and turning them over to the spoilsman.

SAYS WILLIAM ASTOR CHAMBER: "If the Republicans of New York State cannot be trusted to manage the Erie Canal, can you trust the Republicans of the nation to dig and manage the Nicaragua Canal?" And nobody answers.

IF THE HON. TIMOTHY ELLSWORTH could have had his way there would have been no occasion for the Republican politicians to apologize for the loot of the canals, for the papers would not have been allowed to give the people the facts.

Mr. Ellsworth is an admirable candidate to beat.

SPAIN HAS GIVEN in on the question of the Cuban debt. She has decided that she will not make us pay it. In fact, she may even follow our example, and let the holders of Cuban bonds look out for themselves.

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One of these is to be the new Oceanic, largest of all the ocean steamships, the leader of the procession of ships flying the white star of Ismay, Imrie & Co. The local manager of the offices of the White Star Line, maintaining the reserve characteristic of his nation, says that when "the home office" is ready to give out information about the new ship the information will be given out. Some of this information has slipped through the home office or else has otherwise transpired, for any steamship agent in New York not in the office of the White Star Line will tell you that the new Oceanic is to be 704 feet long, while the length of the Kaiser Wilhelm der Grosse is 618 feet, of the St. Louis and the St. Paul is 535.5 feet, and of the Campania is 601 feet.

The other huge "express steamer," to use the language of the steamship offices, to try for the record in 1900, will be Deutschland, of the Hamburg American Line. This company now sends Fuerst Bismarck, Normannia, Augusta Victoria and Columbia across the seas in express time, but it wants the record and is building the new steamer to get it. The Deutschland will be 685 feet long and 66 feet wide. The tonnage will be 16,000 and the horse power 33,000. The tonnage of the Fuerst Bismarck, now the pride of the company's fleet, is 8,400 and the horse power is 15,400. The manager of the Hamburg American Line for this city tells that this new steamer will be expected to make 23 knots crossing the ocean.

While every new steamer built expressly for the passenger trade has some equipment for comfort or beauty that the steamer built before has not, yet no remarkable improvement has been made in furnishings and fittings for the last five years. Nothing freaky, such as a saloon on a ball and socket joint, always horizontal, no matter how the vessel might pitch or roll, or a stateroom hanging like a pendulum, is contemplated in the new steamers. The struggle is for speed, speed, speed. We are in such a hurry these days.

CIRCUMSTANTIAL EVIDENCE.
"It seems rather ridiculous that the insurance company should refuse to settle with Swindelowski just because he whistled